INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY Hungary

SUBJECT Highway Transport and Highway Construction and Planning Offices

REPORT

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Attachments:
The enclosure is accompanied by the following single-copy attachments 50X1-HUM

a. Page 30: Sketch of site layout of public carrier repair and service facilities in Pecs;
b. Page 49: Sketch of AKÖV repair and service facilities in Veszprem.

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ARMY review completed.

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INFORMATION REPORT INFORMATION REPORT

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C-O-N-F-I-D-E-N-T-I-A-L

REPORT

COUNTRY : Hungary

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RT AND HIGHWAY CONSTRUCTION AND PLANNING OFFICES IN HUNGARY (C)

Introduction

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Listed below are the names and geographic and UTM coordinates of locations used throughout this report. Coordinates are not shown for well known locations.

Location	Geographic	UTM
ANDOCS	N46-39, E17-55	YM-3370
BAJA	N46-10, E18-56	CS-4515
BALATONLELLE	N46-47, E17-42	XM-0684
BÁTASZÉK	N46-11, E18-43	CS-2418
BODAJK	N47-19, E18-14	BT-9144
BONYHÁD	N46-18, E18-32	CS-0930
BŐHŐNYE	N46-24, E17-23	XM-8413
BUCSU	N47-16, E16-29	XM-1334
CSÁKVÁR	N47-23, E18-27	ET-0952
CSURGÓ	N46-16, E17-05	XM-6229
DEVECSER	N47-06, E17-26	XN-8419
DOMBÓVÁR	N46-23, E18-08	BS-7939
DOROG	N47-43, E18-44	CT-2988
DUNAPATAJ	N47-43, E18-44	CT-2988
ENYING	N46-56, E18-14	BT-9000
JÁK	N47-08, E16-35	XN-2022
JÁNOSHALMA	N46-18, E19-19	CS-7129
KALOCSA	N46-32, E18-59	CS4554
KAPOSVÁR	N46-21, E17-47	YM-1437
KESZTHELY	N46-46, E17-15	XM-7181

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KISBÉR	N47-30, E18-02	BT-7665
KOMÁRVÁSOS	N46-32, E17-11	XM-6755
KŐVÁGÓSZŐLLŐS	N46-04, E18-07	BS-7707
KURD	N46-27, E18-18	BS-9347
LÉHÉNY	N47-44, E17-23	XN-7989
LEPSENY	N46-59, E18-15	BT-9007
LETENYE	N46-26, E16-43	XM-3343
LOVASBERÉNY	N47-18, E18-33	CT-1543
MECSEK	N46-06, E18-13	BS-8409
MECSEKALJA	N46-04, E18-10	BS-8504
MISKOLC	N46-06, E20-47	DU-8428
MOHÁCS	N45-59, E18-42	CR-2196
MÓR	N47-22, E18-12	BT-8952
NAGYIGMÁND	N47-38, E18-06	YN-8983
NAGYKANIZSA	N46-27, E16-59	XM-5346
NAGYVÁSZONY	N46-58, E17-42	XN-0507
PACSA	N46-43, E17-00	XM-5376
PAKS	N46-38, E18-51	CS-366
PANONHALMA	N47-33, E17-44	YN-0669
PORNÓAPÁTI	N47-09, E16-28	XN-1422
RÉVFÜLÖP	N46-49, E17-37	YM-0089
SÁRBOGÁRD	N46-53, E18-37	CS-1995
SÁRSZENTLŐRINC	N46-37, E18-36	CS-1666
SIÓFOK	N47-14, E16-37	XN-2232
SIKLÓS	N45-51, E18-18	DR-9081
SOMOGYVÁR	N46-35, E17-40	YM-0362
SUKORÓ	N47-14, E18-36	CT-1834
SÜMEG	N46-58, E17-17	XN-7305

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SZABADSZÁLLÁS	N47-07, E18-22	CT-0022
SZÉKESFEHÉRVÁR	N47-12, E18-25	CT-0430
SZOMBATHELY	N47-14, E16-37	XN-2232
SZEKSZÁRD	N46-21, E18-42	CS-2335
SZILVÁSSZENTMÁRTON	N46-16, E17-43	YM-0927
SZTÁLINVÁROS	N46-58, E18-55	CT-4305
SZOLNOK	N47-10, E20-11	DT-3825
SOPRON	N47-41, E16-36	XN-1982
TAMÁSI	N46-38, E18-17	BT-9267
TAPOLCA	N46-53, E17-26	XM-8595
TATABÁNYA	N47-33, E18-26	CY-0571
VÁRPALOTA	N47-12, E18-08	BT-8331
VASASSZONYFA	N47-19, E16-40	XN-2641
VESZPRÉM	N47-[illegible], E17-54	YN-2019
VILLÁNY	N45-[illegible], E18-27	CR-0282
ZALASZENTGRÓT	N46-[illegible], E[illegible]	XN-5801
ZALAEGERSZEG	N46-50, E16-51	XM-4089
ZÁNKA	N46-53, E17-42	YM-0395
ZIRC	N47-16, E17-52	YN-1738

1. VI (Auto-Traffic) Main Department of KPM 1.

a. Mission

The mission of this main department was to control and direct all passenger and freight public transportation services in Hungary. Passenger service included all public buses and taxis; freight services, all rural and urban transport vehicles. Excluded from the control of this main department were the following: carriers assigned to other ministries, such as the Ministry of Heavy Industry, of Light Industry, and of Construction, for use by specific industries for transporting raw materials, finished products, and component parts; carriers assigned to the Postal Main Department of KPM, fire departments, armed forces, police departments, and sanitation departments; and carriers assigned to independent government enterprises, such as UVATERV.

b. Subordinate Regional Directorates and Enterprises

Subordinate to this main department were six regional auto-transport directorates (autóközlekedési igazgatóság, popularly called AKIG), in BUDAPEST,

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GYÖR, PÉCS, MISKOLC, DEBRECEN, and SZEGED. Each of these directorates had subordinate to it an unknown number of auto-transport enterprises (autóközlekedési vállalat, popularly referred to as AKÖV).

Each regional directorate had a director, who was assisted by a chief engineer. The construction of transportation facilities was always performed for an AKÖV. the AKÖV manager serving as an advisor to the AKIG chief engineer on matters of the AKÖV's repair, servicing, and garage facilities.

Each of the auto-transport enterprises was responsible for the operational direction, control, repair and servicing of buses, trucks, and taxis within its area, with one exception. The Budapest Taxi Enterprise was responsible for all taxi transport in the capital. It was under the control and direction of the Budapest City Council; its connections with the VI (Auto-Transport) Main Department were through the City Council. Taxis in the other cities in Hungary were controlled and directed by AKÖV.

c. Investment Section (Beruházási Osztály) of VI Main Department

The chief of this section was referred to as the chief engineer. His assistant was a construction engineer, who was assisted by a machine engineer and three typists. This section was responsible for all public carrier service constructions. The chief engineer observed the construction of the buildings in their various stages up to their completion. The mechanical engineer was responsible for the installation of all water and electrical facilities in these buildings.

Planning for the construction of the buildings was performed by UVATERV; construction was carried out by the various construction enterprises of the Ministry of Construction (Építési Miniszterium). Upon receiving appropriations from the National Planning Office (Országos Tervhivatal) for preparing plans for the construction of a specific building, the investment section submitted a request through channels to UVATERV for the preparation of these preliminary plans. After UVATERV had completed the preliminary plans, which included an estimate of the cost of construction, the Investment Section called a meeting attended by representatives of all parties concerned with the project. Usually about 25 representatives attended, including the planning engineer of UVATERV, the engineer in charge of construction, the future occupant, public officials from the area in which the building was to be erected, a representative from the public highway traffic section, and representatives of the various ministries concerned with the construction. As a rule the chief engineer of the investment section presided. In these meetings all problems concerning the site, materials, labor, and dates of construction were discussed and resolved. After this meeting UVATERV was notified through channels to prepare the final plans for the construction.

Upon receipt of a request from the Investment Section of the VI Main Department for the preparation of preliminary plans for a project the director of UVATERV instructed one of his subordinate engineers to prepare the plans. The engineer had to visit the office of the land register in the area, and make a copy of the sketch of the future construction site. these property sketches, whose scale was 1:1440, were the only available bases in Hungary for drawing up plans. The engineer then visited the site, examined the area, and determined the accessibility of light and water in the area. He submitted his findings, in the form of a construction cost estimate, to the Investment Section for approval.

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After approving the preliminary plans, the Investment Section returned them to UVATERV, requesting that final plans be prepared. The time interval between the submission of the preliminary plans for approval and getting them back was from one to three months, depending on the size of the project. The UVATERV planning engineer then prepared the final plans, which were on a scale of 1:50 and prepared in six copies. Included in the plans were the materials to be used, the cost of the construction and planning, and the proposed dates for beginning and completing the project. About 60 percent of the final plans submitted by UVATERV were carried out. The remainder were shelved by the National Planning Department in favor of other projects.

While the final plans were being prepared, the Investment Section notified (through the main construction enterprise responsible for the project) the construction enterprise nearest the site. This enterprise made preliminary preparations for the construction, which included hiring labor, arranging for materials, and securing quarters for the workers. In accomplishing these preparations local resources were to be used wherever possible.

2. Types of Public Carriers

a. Buses

All buses used on the main lines (those originating in BUDAPEST) were manufactured in the IKARUSZ Plant in BUDAPEST. On some of the secondary lines (those running between the main lines), there were some pre-WW II [redacted] 50X1-HUM buses and some vehicles composed of a Csepel truck chassis on which had been mounted a used passenger van. The trucks on the main lines were on the average six years old. A project to replace all obsolete and worn-out buses had been active for several years and was intensified in 1957 and 1958.

b. Trucks

All trucks at present in use in Hungary had been manufactured in the Csepel Plant in BUDAPEST.

c. Taxis

[redacted] most of the taxis in Hungary were late model East 50X1-HUM German Wartburgs, 1956 Soviet Pobedas and Moskviches, and an unidentified Polish model; the last, which was the newest, appeared in BUDAPEST in 1957. There were no pre-WW II taxis in use in Hungary. [redacted] there were about 600 taxis 50X1-HUM in Hungary; about 90 percent of these were in BUDAPEST.

3. Public Carrier Repair and Service Facilities 50X1-HUM

[redacted]

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a. Background

Before WW II bus transport was state controlled and directed, and repair and service facilities had already been established. These consisted of a third-echelon shop on Szabolcs utca, BUDAPEST, and several other shops, one at each county seat, important junctions, and other localities frequented by tourists. Truck transport was not nationalized until 1948. Before that time repair and service facilities were most inadequate. Since then a great deal of effort had been expended toward building new facilities and improving the old. Then the trend was to construct truck, bus and taxi repair and service facilities in a single area under the direction and control of an AKÖV. Within the area the facilities for each of the types of carriers were separate, with the possible exception of a common wash-stand. UVATERV completed a great deal of planning for these new stations. Construction, however, lagged far behind. For the most part funds were not available, and when available theycame in very small installments.

b. Detailed Descriptions of Several Repair and Service Stations

To each of the stations described below a certain number of carriers was assigned for repair, service, and administration. The few that existed before WW II had been reconstructed as repair and service facilities during the period 1950 to September 1958.

The following descriptive details concerned the buildings in the areas The framework was reinforced concrete. The walls were red brick, weatherproofed on the outside and plastered on the inside. The roofs were flat and of prefabricated reinforced concrete slabs 6 to 9 cm thick. The foundations were reinforced concrete slabs, 15 to 20 cm thick, resting on crushed rock fill 20 to 25 cm thick; the cracks between the slabs were filled with asphalt. The repair and service buildings had no basements. The parking areas were of 20-cm-thick concrete slabs on crushed rock fill. Usually a great effort was made to build the wash rack first, including providing enough water and an adequate drainage system; it cost 100,000 forints.

(1) Bus and Truck Repair and Service Station in BONYHÁD (for location see Annex A, Figure 1; for sketch of site layout see Annex A, Figure 2).

From BONYHÁD, bus lines ran to BAJA, KURD, DOMBOVÁR, and PÉCS. The station had facilities for servicing three buses or six trucks at one time, and employed approximately 15 mechanics and office workers. From 1957 to September 1958,

(2) AKÖV Repair and Service Station in BAJA (for location see Annex B, Figure 1; for sketch of site layout see Annex C, Figure 1).

This station, built before WW II by MÁVAUT,[2] had five maintenance and repair stalls. a study of a project for enlarging its facilities to 25 stalls, but no further action was taken. In 1955 between 20 and 25 buses and an unknown number of trucks were assigned to this station for repair and maintenance. It had approximately 25 employees, mechanics and office workers. Bus lines ran from BAJA to MOHÁCS, BÁTASZÉK, SZEGED, and JÁNOSHALMA.

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(3) Bus Repair and Service Station in GYÖR (for location see Annex B, Figure 2; for sketch of site layout see Annex C, Item 2).

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This station was built in 1953. UVATERV prepared the plans for its construction. Approximately 30 buses were assigned to this station for repair and maintenance. It had approximately 30 employees, mechanics and office workers. There were bus lines running from GYÖR to LEBENY, NAGYIGMÁND, KISBÉR, PANONHALMA, and SOPRON.

50X1-HUM

there was also a truck repair and service station somewhere in GYÖR.

(4) Bus Repair and Service Station in KAPOSVÁR (for location see Annex D, Figure 1; for sketch of site layout see Annex D, Figure 2).

This station had approximately 15 employees (mechanics and office workers) and 25 buses assigned to it. Bus lines ran from KAPOSVÁR to BALATONLELLE, ANDOCS, SZILVÁSSZENTMÁRTON, BÖHÖNYE, and SOMOGYVÁR. The station, built in 1938 or 1939, stood in a hollow approximately 1.5 m lower than the surrounding area. It had facilities for the repair and maintenance of 6 buses or 12 trucks at one time.

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The only truck and taxi repair and service shop in KAPOSVÁR was a dilapidated one in the western sector, with facilities for the repair or servicing of four trucks and a few taxis at one time.

(5) ÁKÖV Repair and Service Station in KESZTHELY (for location see Annex E, Figure 1; for sketch of site layout see Annex F).

From KESZTHELY bus lines ran to TAPOLCA, ZALASZENTGRÓT, ZALAEGERSZEG, PACSA, KOMÁRVÁROS, and BÖHÖNYE. This station, built in 1935, had 10 or 11 stalls for performing repair and maintenance on the 25 or 30 buses and an unknown number of trucks assigned to it. It employed 25 mechanics and office workers.

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plans for constructing a new office building and a social building. The former was built in 1956, the latter in 1958.

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(6) ÁKÖV Repair and Service Station in TAPOLCA (for location see Annex E, Figure 2; for sketch of site layout see Annex G).

the plans for the construction of a social building and a boiler room for heating the maintenance and repair shop. Both of these projects had been completed in 1958. This station had been enlarged three times since 1951.

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further improvements were not contemplated because a new ÁKÖV repair and service station was to be built sometime in the future in TAPOLCA (exact proposed location unknown). In 1958, 30 to 40 buses and an unknown number of trucks were assigned to this station for repair and maintenance. It had 4 stalls and approximately 20 employees for performing this work. There were bus lines running from TAPOLCA to NAGYVÁSON, DEVECSER, SÜMEG, KESZTHELY, RÉVFÜLÖP and ZÁNKA.

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(7) Public Carrier Repair and Service Facilities in PÉCS (for location see Annex H, Items 1 through 3; for sketch of site layout see Annexes I and J)

A new service station was to be built in PÉCS. The bus repair and service facilities (Annex H, Item 1) in this area were built by MAVAUT in 1936. By 1955, bus traffic in the area had become very heavy, for several reasons. After 1955, a great many employees of the Kővágószőllős uranium mining area commuted between PÉCS and KŐVÁGÓSZŐLLŐS, and in addition there was heavy traffic to the Komlo and Pecsvarad mining areas, to the mountain recreation resorts of MECSEK and MECSEKALJA, and to the towns of MOHÁCS, VILLÁNY, and SIKLÓS.

By 1955, bus repair and service facilities had become hopelessly inadequate for handling the number of buses the area required. There were only 5 or 6 stalls, of which probably only 4 had pits; most of the work had to be done in the open. The truck repair and service facilities were a little better. After 1957, the work was done in a former military truck maintenance shop (Annex H, Item 2), which was built in 1951. [redacted] 150 trucks were being serviced at this shop. 50X1-HUM

Because of the increase in traffic, a project was initiated to build a new ÁKÖV repair and service station (Annex H, Item 3) which was to contain facilities for servicing and repairing all public carriers assigned to the Pécs ÁKÖV. From January to September 1958, Source prepared plans for construction of this station. The estimated cost of this project was 80 million forints. It was to have 300 to 400 mechanics, 100 of whom were to be employed in a third-echelon engine rebuilding shop, and 200 office workers, who were to be employed in the Pécs ÁKIG and ÁKÖV. Approximately 200 buses, 150 trucks, and a small number of taxis were to be assigned to the station. Construction was to begin in September 1958. All buildings were to have concrete foundations 1.4 to 2.2 m thick, depending on the building height. Bearing walls, unless otherwise stated in the legend to the annex, were to be 1½ bricks (38 cm) thick. Roofs were to be prefabricated concrete slabs.

(8) ÁKÖV Repair and Service Station in SZOLNOK (for location see Annex H, Item 4; for sketch of site layout see Annex K).

Since 1953 there had been a plan for enlarging the facilities at this station. [redacted] 50X1-HUM

[redacted] In 1958 it was rumored at UVATERV that sometime in the future a new ÁKÖV station was to be built in SZOLNOK. In 1958, 70 buses and 100 trucks were assigned to this station for maintenance and repair. It employed 40 mechanics and 10 administrative persons. All the buildings were 4 m high, of brick, and had flat concrete roofs.

(9) Planned ÁKÖV Repair and Service Station in SIÓFOK (for location see Annex L; for sketch of site layout see Annexes M and N).

Truck repair and service facilities for the Siófok area were situated in the Balaton Lake area. [redacted] 50X1-HUM

[redacted] plans for a new ÁKÖV repair and service station, which was to have facilities for the maintenance and repair of all buses, trucks, and taxis in the area. The truck repair and service facilities in the Balaton Lake area were to be moved into this station. 50X1-HUM

[redacted] The total cost of this project was to be 3 million forints,

800,000 of which was to be for the building shown in Annex N. Since train facilities were adequate in the area and service was efficient, there was very little bus traffic.

Truck traffic, on the other hand, was comparatively heavy. The new AKÖV station was to have assigned to it 25 trucks, 8 taxis, and a few buses. 50X1-HUM

The foundations of the buildings of the new station were to be concrete, 20 cm thick, on a compacted-gravel fill, 15 cm thick. The frames of the buildings were to be reinforced concrete. The bearing walls were to be 38 cm thick, of brick. The buildings' roofs were to be corrugated "Eternit," a noncombustible roofing material, and were to have a drop of 20 percent. The maintenance and repair shops were to have iron frame windows. All the buildings were to be 4.5 m high. The terrain of the area dropped 3 m from the northwest side to the southwest side.

(10) AKÖV Repair and Service Station in SZEKSZÁRD (for location and sketch of site layout see Annex O).

the plans for the construction of a social 50X1-HUM
building in the station; this was built in 1955. This was the only public carrier repair and service station in SZEKSZÁRD. It had 30 buses and 30 trucks assigned to it for repair and maintenance and 40 to 50 employees (mechanics and office workers). There were bus lines running from SZEKSZÁRD to KALOCSA, SÁRBOGÁRD, TAMASI, and BONYHÁD.

(11) AKÖV Repair and Service Station in SZOMBATHELY (for location and sketch of site layout see Annex P). 50X1-HUM

It had approximately 25 mechanics and office workers, and approximately 25 buses and a few taxis were assigned to it for maintenance and repair. There were facilities for servicing six buses here at a time. Nearby was a public carrier engine repair shop; various type 50X1-HUM
of engines were rebuilt here. There were bus lines running from SZOMBATHELY to JÁK, BUCSU, VASASSZONYFA, PORNÓAPÁTI, and possibly SOPRON.

(12) AKÖV Repair and Service Station in VÁRPALOTA (for location and sketch of site layout, see Annex Q).

In 1952, a thermoelectric power station was built in VARPALOTA, using lignite from mines in the vicinity for its fuel. Construction of this power station resulted in an increase of public carrier traffic. Bus lines ran from VARPALOTA to LEPSENY, SZABADBATTYAN, ZIRC, and BODAJK. Before 1956, there were no AKÖV repair and service facilities in VÁRPALOTA. In that year the AKÖV repair and service station was built, following plans prepared by UVATERV. 50X1-HUM
it was put into operation. It had 5 stalls, enough to serve 50X1-HUM
5 buses and 10 trucks at one time, and employed approximately 20 mechanics.

(13) AKÖV Repair and Service Facilities in VESZPRÉM (for location see Annex R, Figure 1).

In 1958 there were three public carrier repair and service stations in VESZPRÉM, including an old bus repair and service station, an old truck repair and service station, and a new bus repair and service station. All three were under the direction of the Veszprém AKÖV. A total of approximately 35 to 40 buses, 50 trucks, and 3 taxis were assigned to these three stations for repair and maintenance.

The old bus repair and service station (for location see Annex R, Figure 1, Item 1) consisted of one small brick building and its adjoining yard. The shop had 5 or 6 stalls, 2 with grease pits. In addition 10 buses and 3 taxis could be serviced in the courtyard.

The old truck repair and service shop (for location see Annex R, Figure 1, Item 2) consisted of a small brick building and its adjoining courtyard, in which only a few trucks could be serviced. Before 1948 this had been a privately-owned truck repair shop.

The new bus repair and service station (for location see Annex R, Figure 1, Item 3; for sketch of site layout see Annex S) was built in 1957. In 1956 plans for its construction The project cost 1 million forints, a large portion of which went for excavation work in the rocky ground. The buildings were natural red stone, with interior walls of brick. The roofs were prefabricated concrete slabs covered with tar paper and sand. In 1957 plans for the enlargement of this new station. This project was to be completed in 1958. Upon its completion, all public carrier repair and service work was to be done within this area.

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(14) AKÖV Repair and Service Station in NAGYKANIZSA (for location see Annex R, Figure 2).

In 1954 plans for construction in this station of a vehicle washstand, which was to be 12 x 6 m and to have an underground concrete sediment tank. This station's maintenance and repair shop had 7 stalls. There were bus lines running from NAGYKANIZSA to CSURGO, LETENYE, ZALAEGERSZEG, and KESZTHELY.

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(15) Bus Repair and Service Station in BUDAPEST (for location see Annex T).

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(16) AKÖV Repair and Service Station in DOROG

plans had been drawn at UVATERV for the construction of an AKOV repair and service station in DOROG. the construction of this station was gradually being carried out according to these plans.

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(17) AKÖV Repair and Service Station in TATABÁNYA

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UVATERV engineers had drawn plans for the construction of a large AKÖV repair and service station in TATABÁNYA. the plans were being carried out.

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(18) AKÖV Repair and Service Station in SZEKESFEHERVÁR

[redacted] at UVATERV that 50X1-HUM plans for the construction of an AKÖV repair and service station in SZEKESFEHERVÁR had been drawn and [redacted] they were gradually being carried out. [redacted] upon its completion 250 vehicles (buses, trucks, and taxis) were to be assigned to this station for repair and maintenance. Bus lines ran from SZEKESFEHERVÁR to SZTALINVÁROS, SÁRBOGÁRD, ENYING, MÓR, CSÁKVÁR, SUKORÓ, and LOVASBERENY.

(19) AKÖV Repair and Service Station in ZALAEGERSZEG

[redacted] a study for enlarging the facilities of 50X1-HUM this station. [redacted] this was the only repair and service station in ZALAEGERSZEG and that it had 60 trucks and 15 buses assigned to it for repair and maintenance.

(20) Public Carrier Repair and Service Station in PAKS

[redacted] It had 50X1-HUM facilities for servicing or repairing 2 buses or 4 trucks. It was in poor condition. There were bus lines running from PAKS to DUNAPATAJ, KALOCSA, SIMONTORNYA, and SÁRSZENTLÖRINC.

(21) AKÖV Repair and Service Station in KECSKEMÉT

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[redacted] plans had been drawn for the construction of an AKÖV repair and service station in KECSKEMÉT, upon completion of which 80 to 100 trucks and buses were to be assigned to it for maintenance and repair.

4. Vehicle Regulatory Agencies

a. Traffic Laws

[redacted] all laws governing vehicular 50X1-HUM traffic were stipulated in the Traffic Regulation Code (KÖZLEKEDÉSIRENDÉSZETI SZABÁLYZAT). This code, already in existence before WW II, was adopted by the Communist regime, which added new traffic laws or modified old traffic laws to bring them up-to-date.

The new traffic laws and modification of old traffic laws were decreed 50X1-HUM jointly by the Ministry of Transport and Communications and the Ministry of Interior. [redacted] In the Ministry of Transport and Communications the IX Main Department (IX FÖOSZTALJ), also known as the IX Public Highway Bridge and Highway Main Department (IX KÖZUTI HID ES UTOSZTALJ), at Dob utca 78, BUDAPEST VII, was responsible for the study and preparation of new traffic laws or the modification of existing laws.

b. Traffic Regulation Section of Ministry of Interior

The Traffic Regulation Section (KÖZLEKEDÉS ES RENDÉSZETI OSZTALJ) of the Ministry of Interior was responsible for enforcement of all traffic laws in Hungary. The Traffic Regulation Section's national headquarters was at Zrinyi utca, BUDAPEST V. This section directed the Hungarian public highway traffic

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police (number unknown), which [redacted] was a branch independent of the Hungarian police. The members of the traffic regulation section wore the same type of uniforms throughout Hungary as the other branches of the Hungarian police. They were responsible for directing traffic and enforcement of traffic laws throughout Hungary, BUDAPEST and other urban areas included. On highways two policemen riding on a motorcycle with sidecar controlled vehicles. Citations issued by the public highway traffic police to drivers of vehicles, including government-owned vehicles, were sent to the national headquarters of the Traffic Regulation Section for further action and filing.

c. Civilian Auto Driving School and Issuance of Driving Licenses

The office of the civilian auto driving school, which was a branch of the Traffic Regulation Section, was at Baros utca in BUDAPEST. [redacted]

The driving courses were always overcrowded, and an application for attendance in a course had to be submitted by a potential trainee approximately a year before he was actually admitted for lessons. The number of students in each course was unknown, [redacted] Vehicles, both trucks and cars, used for driving lessons were provided by the civilian auto driving school. The majority of the instructors were policemen and the rest civilians. The trainee had to pay 1000 forints, which covered approximately 20 hours of practical and a few theoretical driving lessons and the fee for the driving test. About 80 to 90 percent of the participants passed the test. Those who failed were permitted to repeat the test for the payment of an extra fee. Only a very small portion of the test involved technical questions concerning the car. Physically-handicapped individuals and those with police records were admitted to driving school only after each case had been checked; an additional fee was charged for these types. All driver's licenses were valid for only two years, after which they had to be extended by the Traffic Regulation Section. The Traffic Regulation Section conducted refresher courses for holders of driving licenses, which consisted of theoretical instruction concerning traffic laws and regulations. Although attendance at these lecture courses was not compulsory, it was advisable for holders of valid driving licenses to go to a few hours of lectures every year. After completion of the refresher course, the instructor entered the date of attendance on the driving license.

d. Fines and Other Punishments for Traffic Violations

Each driving license contained three "identification sheets" (Igazoló-láp) and three "inset sheets" (Betétláp). For a traffic violation, depending on the seriousness of the violation, either an identification or inset sheet was removed by the police. In the event that all three identification sheets were removed, the driving license was automatically revoked. In case all three inset sheets were removed, the police usually issued, after a fine was paid, three new sheets.

In lieu of the aforementioned punishment fines also could be imposed for traffic violations. For violation of a traffic light regulation a 25-forint fine was issued by the traffic police. The maximum speed in built-up areas was 40 km.

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Drivers stopped for driving under the influence of alcohol had their driving licenses revoked. Traffic police kept under surveillance establishments selling alcoholic beverages. [redacted] a traffic policeman arresting a motorcycle driver, whom he had observed drinking beer, before he started to operate his vehicle. 50X1-HUM

e. Trip Tickets for Government Vehicles

Every driver operating a government vehicle in Hungary, which included approximately 90 percent of all vehicles (trucks, passenger cars and motorcycles included), had to be in possession of a valid trip ticket. The description of the vehicle, license number, date of operation, destination, name of driver and passengers had to be entered on the ticket. During the trip the duration of every stop had to be entered. Occasional checks by traffic policemen on motorcycles were made, especially on highways, and all violations were reported to the Traffic Regulation Section in BUDAPEST for further action. [redacted] traffic policemen almost always checked tickets when a vehicle was stopped for a traffic violation. 50X1-HUM

50X1-HUM

5. Highway Construction and Planning

a. IX (Highway Bridge and Road) Main Department of KPM

This main department was responsible for all highway construction in Hungary. Its offices were on Dob utca in BUDAPEST. A comparatively small main department, it had two sections: a highway section, and a bridge section. The chief of the IX Main Department, which consisted of 15 engineers, was Zoltan ULRICH, whose title was chief engineer. For organizational purposes Hungary's highway net was divided into an unknown number of regions (probably seven). Each region had assigned to it two of these engineers, one a highway engineer and one a bridge engineer. These engineers were responsible for the coordination, budgeting, planning, and construction of the highways and bridges within their regions. The construction was being carried out in accordance with a long-range highway and bridge construction, repair, and modernization program, the realization of which depended on the availability of funds. Three other offices concerned with the construction of highways and bridges were the National Planning Office, UVATERV, and the Ministry of Construction.

b. National Planning Office (Orszagos Tervhivatal)

This office was at BUDAPEST V, Nador utca. It was concerned with budgetary problems only. It appropriated funds according to priorities established by [redacted] the Council of Ministers. After the appropriations for a project had been obtained, UVATERV was directed to prepare a preliminary study. Factors which determined the priority of a project were military necessity, density of traffic, and local needs. 50X1-HUM

The engineer responsible for the region had to submit the request for funds one year before the beginning of the fiscal year, which was 1 January, in Hungary. He was responsible for submitting to UVATERV the order for preliminary plans, which included the location, design, type, and width of the proposed highway. At the same time he notified the officials of localities through or near which the highway was to pass. He also notified the Ministry of Construction.

50X1-HUM

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c. Ministry of Construction

The offices of this ministry were at BUDAPEST V, Belojannisz utca. The Construction Main Directorate of this ministry had subordinate to it approximately 6 or 7 regional construction trusts (epito trdszt), which were dispersed throughout Hungary (locations unknown).

50X1-HUM

There were 3 or 4 highway construction enterprises in Hungary; all were supervised by the Construction Main Directorate. the names of two of these: the Asphalt Highway Construction Enterprise (Aszfalt Utépitö Vállalat), and the Highway and Concrete Highway Construction Enterprise (Út-es Betonutépitö Vállalat). all construction enterprises, including these whose primary mission was highway construction, were at the disposal of the Ministry of Construction and could be assigned any type of construction project.

50X1-HUM

50X1-HUM

The Asphalt Highway Construction Enterprise's primary mission was to build asphalt, rolled gravel, and macadam surfaced roads in Hungary.

The primary mission of the Highway and Concrete Highway Construction Enterprise was to build concrete, asphalt, rolled gravel, and macadam surfaced highways in Hungary. Its offices were at BUDAPEST V, Sztálin ut. It was supervised by a director, with an assistant called the chief engineer. The director's responsibility was to supervise all the enterprise's engineers and to advise or to decide on all problems of highway construction. Subordinate to this enterprise were several regional construction enterprises (number unknown), whose offices were located in the most important provincial towns in Hungary. These regional enterprises were designated by Arabic numerals and were moved from one project to another. Before these moves, an advance party established temporary quarters, a construction office, and material storage points.

COMMENTS:

1. There were 12 main departments subordinate to the Ministry of Transport and Communications.

50X1-HUM

I (Railway) Main Department (Vasúti Főosztaly). This was the largest main department. Its offices were on Népköztarsasag ut, BUDAPEST VI.

IV (Postal) Main Department (Posta Főosztaly). This was the second largest main department. Its offices were on Krisztina Körut, BUDAPEST XII.

V (Waterway) Main Department (Hajózasi Főosztaly). Subordinate to this department were the Hungarian Shipping Company (Magyar Hojósag Részvénytársaság) and the Balaton Lake Shipping Company (Balaton Hajósag Részvénytársaság).

VI (Auto-Traffic) Main Department

IX (Highway Bridge and Road) Main Department, on Dob utca, BUDAPEST II.

XI Main Department (Főosztaly).

50X1-HUM

Its offices were on Népköztarsaság utca, BUDAPEST.

This was a secret main department, whose members were a small group of trusted Communists. It was responsible, among other

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things, and together with an unknown section of the Ministry of Interior, for supervising the security and protection of all civil air defense bunkers.

XII (Coordination and Planning) Main Department (Tervezési and Kivitelezési Főosztály).

2. There was no longer any connection between bus transport and the Hungarian State Railways (Magyar Államvasútak - MÁV). The term MÁVAUT (Autobus Service of the Hungarian State Railways - Magyar Államvasútak Autobusz Üzem), a relic from the period when bus transport was the responsibility of the Hungarian State Railways, however, was commonly used in referring to personnel and facilities associated with bus transport. The term TEFU (Truck Transport Enterprise - Teherfuvarozás Vállalat) was used, similarly, in referring to personnel and facilities associated with truck transport.

Annex A

LOCATION AND SITE LAYOUT OF BUS AND TRUCK REPAIR AND SERVICE STATION IN BONYHÁD, HUNGARY

50X1-HUM

Figure 1. Pinpoint location

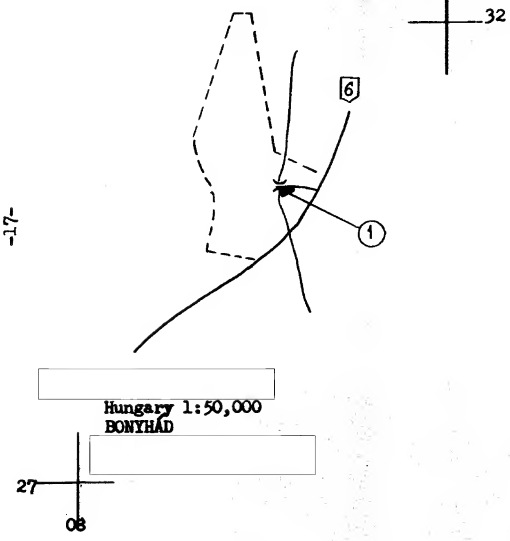
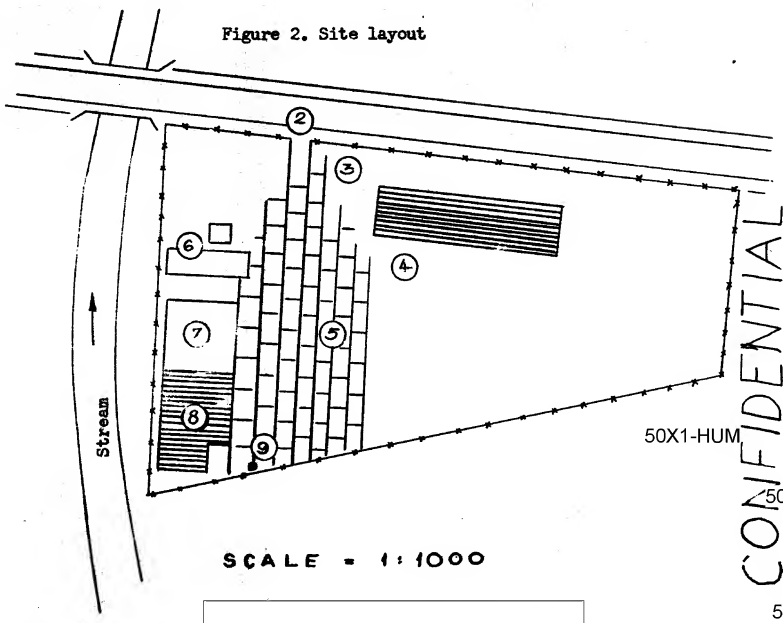


Figure 2. Site layout



50X1-HUM

50X1-HUM

50X1-HUM

Legend to Annex A

Items pertaining to Figure 1.

1. Location of bus and truck repair and service station in BONYHÁD.

Items pertaining to Figure 2.

2. Entrance.

3. Barbed-wire fence; surrounded the station area.

4. Building containing the administrative offices and social facilities.

5. Bus and truck parking area; paved with basaltic bricks.

6. Vehicle washing area. UVATERV prepared the plans for its construction; it was built in 1955. It had an electric water pump and filters in its drainage system.

7. Proposed site for maintenance and repair shop [redacted] 50X1-HUM
[redacted] 50X1-HUM It was to be a brick building, 5 m high, and was to have a flat roof.

8. Maintenance and repair shop. This was a steel-frame brick building with a gabled roof. Six trucks or three buses could be serviced in it at one time.

9. Gas pump, manually operated.

Annex B

LOCATIONS OF AKÖV REPAIR AND SERVICE STATIONS IN BAJA AND GYÖR, HUNGARY

50X1-HUM

Figure 1. AKÖV Repair and Service Station in BAJA

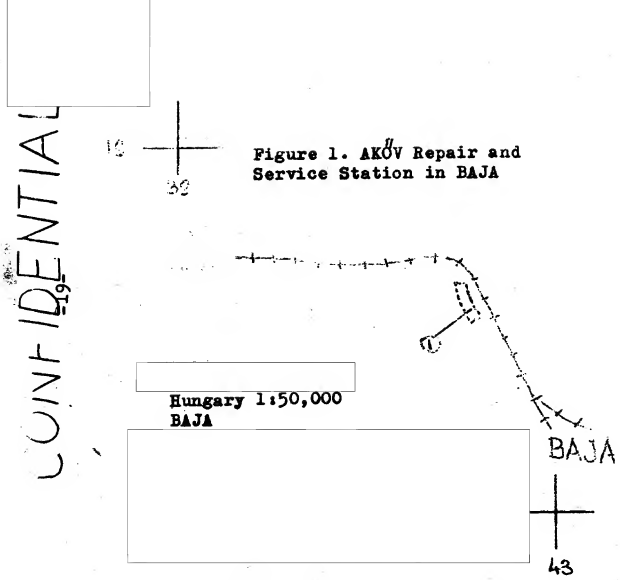
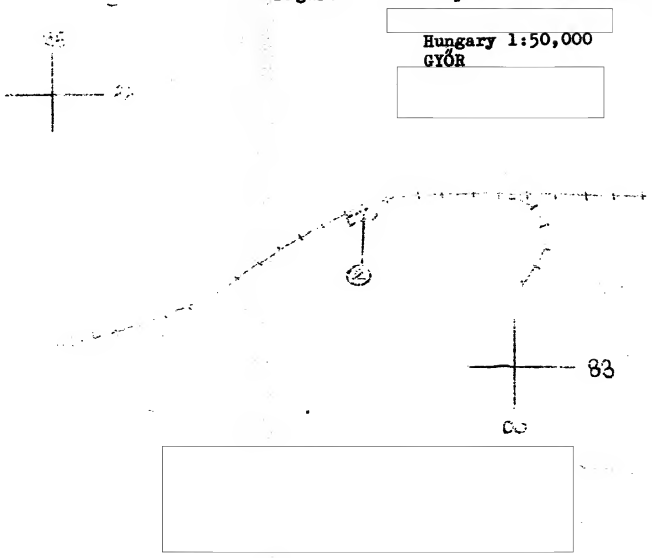


Figure 2. AKÖV Repair and Service Station in GYÖR



50X1-HUM

50X1-HUM

50X1-HUM

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50X1-HUM

Annex C

SKETCHES OF SITE LAYOUT OF AKÖV REPAIR AND SERVICE STATIONS IN BAJA AND GYÖR, HUNGARY

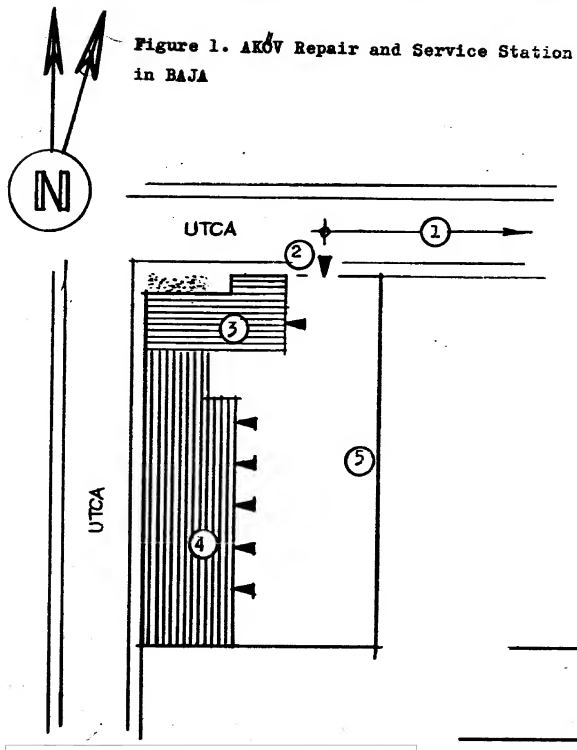

Figure 1. AKÖV Repair and Service Station in BAJA

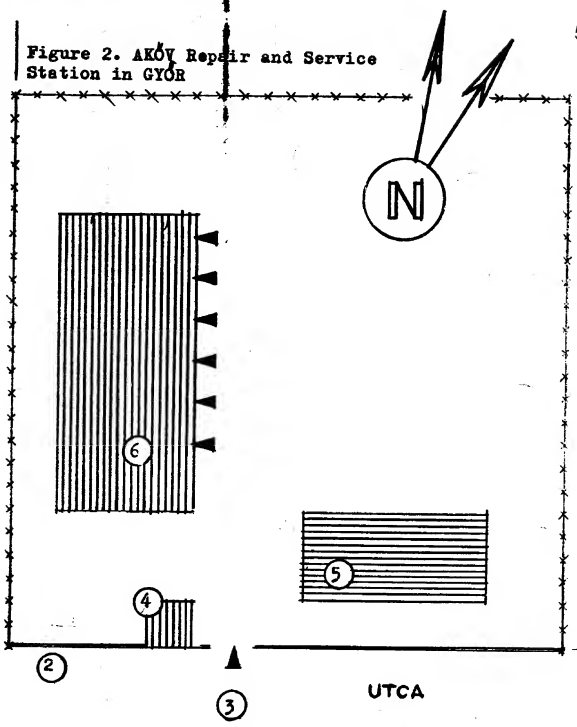

Figure 2. AKÖV Repair and Service Station in GYÖR

SCALE = 1:500

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Legend to Annex C

Items pertaining to Figure 1.

1. From this point the distance to the local railroad station was 200 m.

2. Entrance.

3. Office and social building, 6.5 m high. This was a two-story stuccoed brick building. On the first floor were the AKÖV administrative offices. On the second floor were employees' showers, toilets, kitchen, and mess.

4. Maintenance and repair shop, 4.5 m high. This was a brick building with a flat roof. It had 5 maintenance and repair stalls.

5. Brick wall, 2.5 m high; encircled the station area.

Items pertaining to Figure 2.

1. The distance from this point to the local railroad station was 500 m.

2. Fence surrounding station area. The street side was a brick wall; along the other three sides was a barbed-wire fence.

3. Entrance.

4. Gatekeeper's house.

5. Office building of brick, with a flat roof. It contained the AKÖV administrative offices.

6. Maintenance and repair shop, 4.2 m high. This flat-roofed brick building had 5 maintenance and repair stalls.

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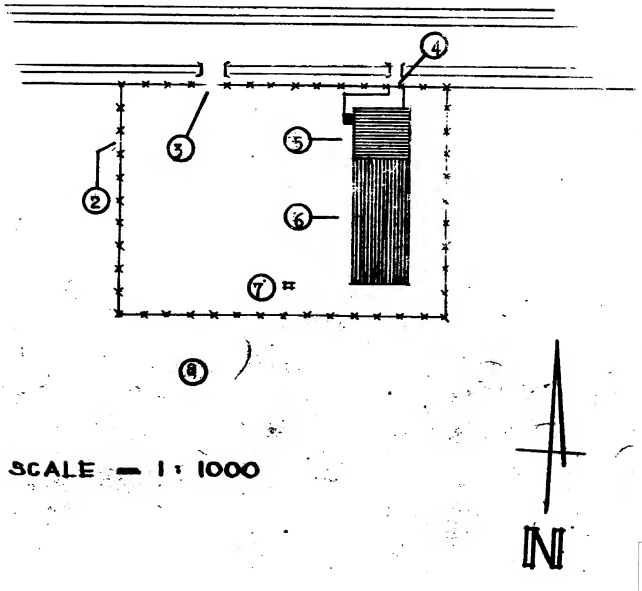
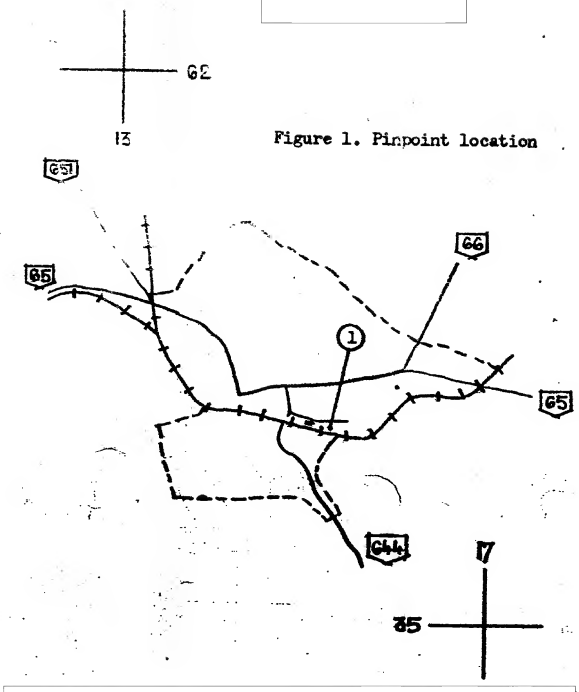
Annex D

LOCATION AND SKETCH OF SITE LAYOUT OF BUS REPAIR AND SERVICE STATION IN KAPOSVÁR, HUNGARY

Hungary 1:50,000
KAPOSVAR

Figure 2. Site layout





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Legend to Annex D

Items pertaining to Figure 1.

1. Pinpoint location of bus repair and service station in KAPOSVÁR.

Items pertaining to Figure 2.

2. Barbed-wire fence.

3. Entrance. The entrance gate was double-winged.

4. Pedestrian entrance.

5. Office building. This was a two-story building of weather-proofed brick with a flat roof.

6. Maintenance and repair shop of brick 4.5 m high. Number of stalls unknown.

7. Gas pump.

8. MÁV area.

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Annex E

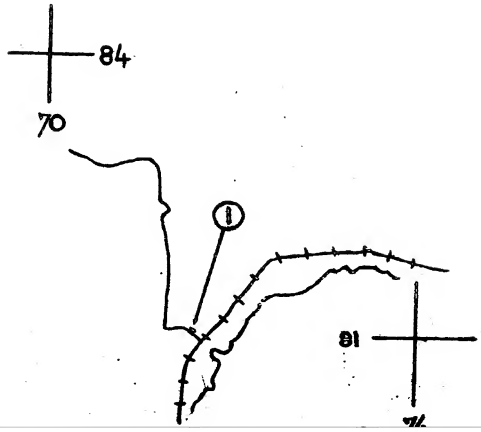
PINPOINT LOCATIONS OF AKÖV STATIONS IN KESZTHELY AND TAPOLCA, HUNGARY

Figure 1. Pinpoint location of AKÖV station in KESZTHELY

[redacted]

Hungary 1:50,000
SÜMEG

[redacted]



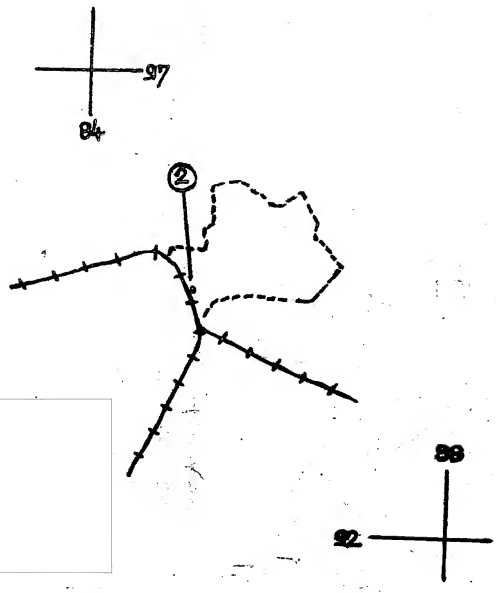
[redacted]

Figure 2. Pinpoint location of AKÖV station in TAPOLCA

[redacted]

Hungary 1:50,000
TAPOLCA

[redacted]



50X1-HUM

50X1-HUM

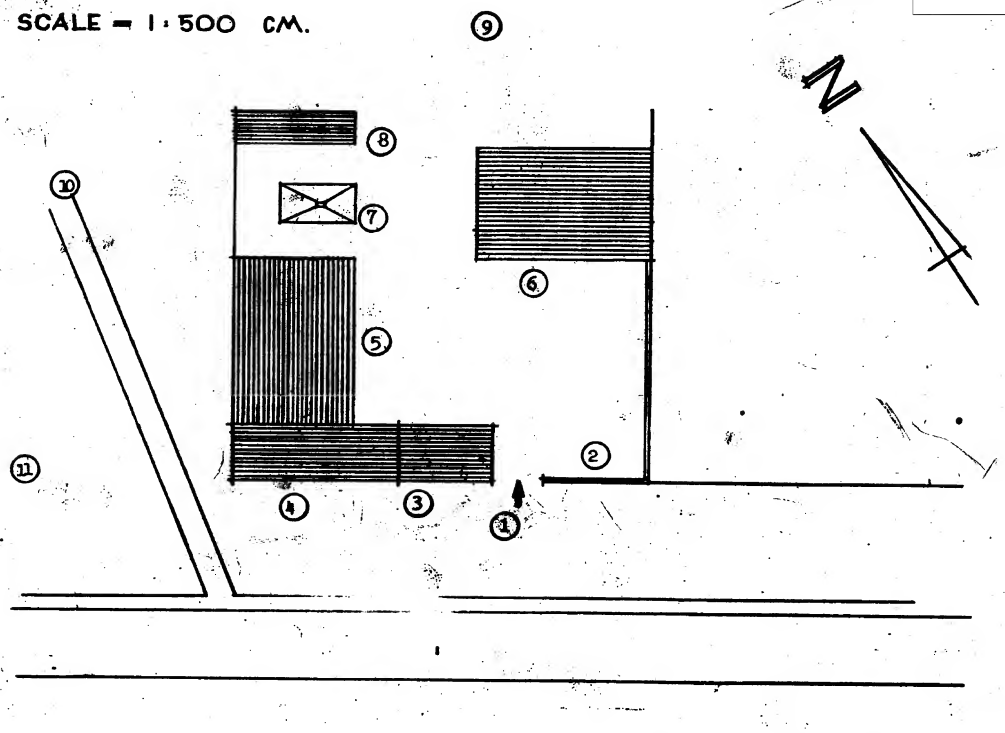
50X1-HUM

50X1-HUM

Annex F

SKETCH OF SITE LAYOUT OF AKÖV REPAIR AND SERVICE STATION IN KESZTHELY, HUNGARY

SCALE = 1:500 CM.



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Legend to Annex F

1. Entrance.

2. Stone wall.

3. Social building. This was a two-story building of brick and stone. It contained a dayroom, locker room, and showers.

4. Office building, same type as Item 3; contained the offices of the director and his staff.

5. Repair and maintenance shop, 4.2 m high; had 4 or 5 stalls and iron folding doors.

6. Repair and maintenance shop; had 5 or 6 stalls.

7. Vehicle washing area. Construction of this area was completed in 1957. Water was pumped from the Balaton Lake, which was 150 m southeast.

8. Storage building, 3.5 m high, for tires and spare parts and battery charging.

9. Swampy area to be reclaimed at a later date and used for enlargement of area.

10. Pedestrian road.

11. Public park.

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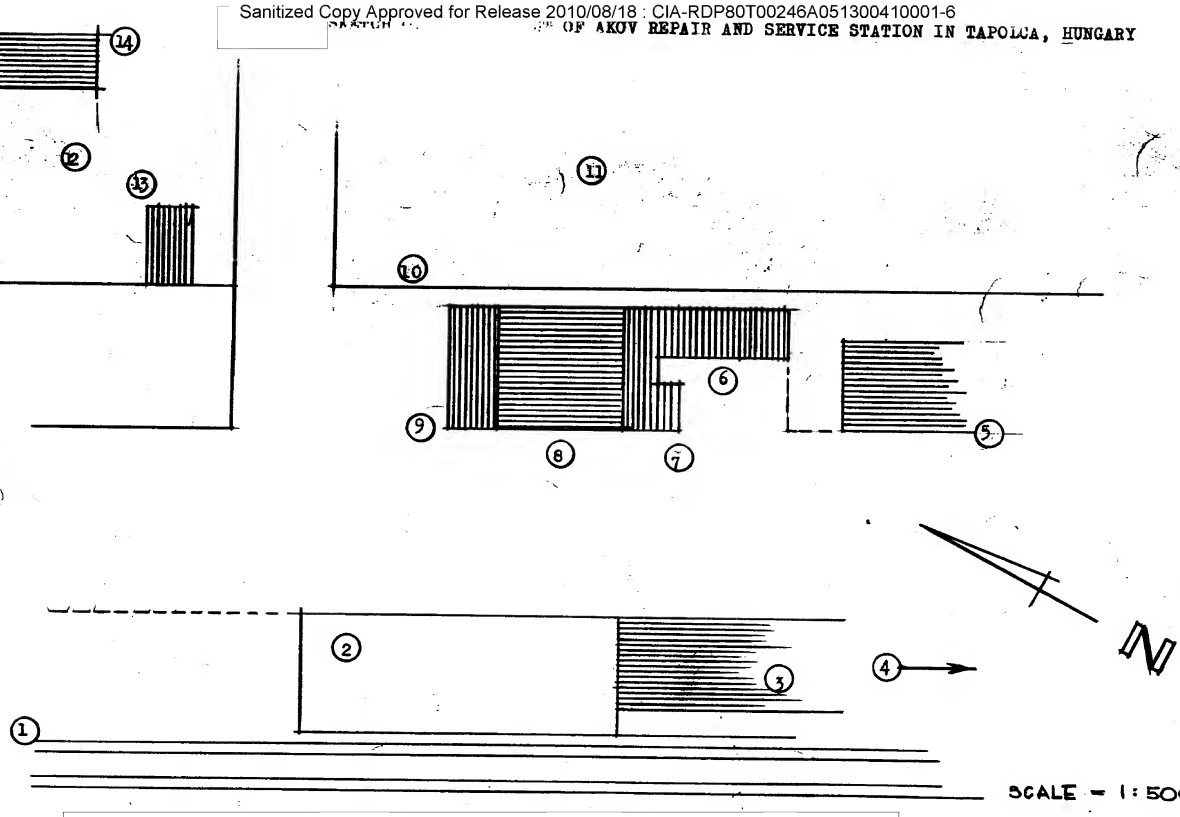
SKETCH OF AKOV REPAIR AND SERVICE STATION IN TAPOLCA, HUNGARY



SCALE - 1:500 CM

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Legend to Annex G

1. Railroad tracks.

2. Railroad storage area.

3. Railroad warehouse.

4. The distance from this point to the local railroad station building was 100 m.

5. Railroad employees' quarters.

6. Social building. This was a brick building, 3.6 m high, with a flat concrete roof. It contained a dayroom, locker room, and showers.

7. Office building, 3.6 m high.

8. Maintenance and repair shop, 3.6 m high. This was a brick building with a flat concrete roof. It had 3 stalls with grease pits.

9. Building, 4.2 m high. This was a brick building with a flat concrete roof. It contained a coke boiler, which heated this building and that of Item 8, and one maintenance and repair stall.

10. Wire fence, 2.2 m high; surrounded the station area.

11. Public park.

12. Approximate location of proposed site for planned new AKÖV repair and service station.

13. Storage building. When Source last saw this station, this building was still undergoing construction.

14. Office building, 3.4 m high. This was a brick building with a flat roof.

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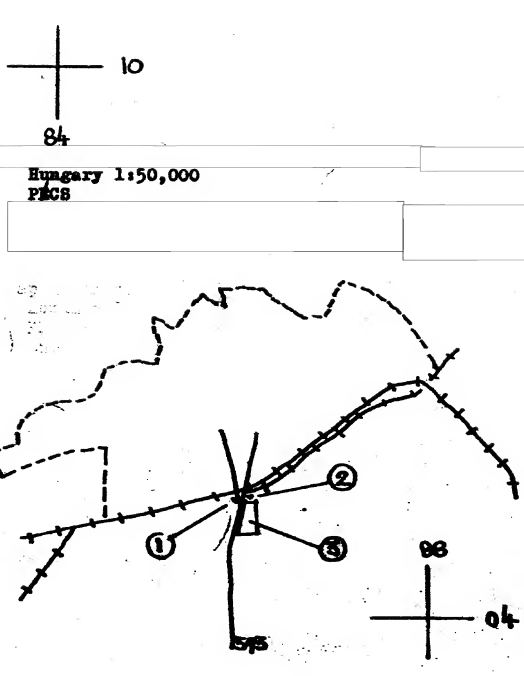
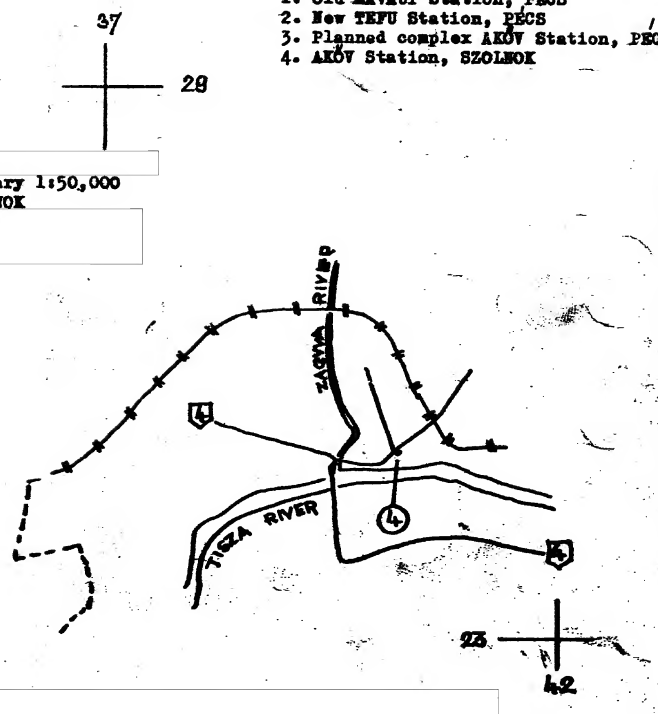
50X1-HUM

PINPOINT LOCATIONS OF AKÖV STATIONS IN PÉCS AND SZOLNOK, HUNGARY

Legend

1. Old MÁVAUT Station, PÉCS
2. New TEFU Station, PÉCS
3. Planned complex AKÖV Station, PÉCS
4. AKÖV Station, SZOLNOK





50X1-HUM

50X1-HUM

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-29-

CONFIDENTIAL

50X1-HUM

CONFIDENTIAL

50X1-HUM

Legend to Annex I

1. Single-track railroad PECS-BATASZEK.

2. Single-track railroad PECS-MOHACS.

3. Railroad switchman's shed.

4. Pecs railroad yard.

5. Grade crossing barrier.

6. Grade crossing barrier.

7. Existing bus repair and service station. [redacted] 50X1-HUM One was the repair and service shop, a brick building, 4 m high, with 5 or 6 stalls. The other was the office building, which contained offices, a locker room, and a washroom.

8. Existing truck service and repair station, 150 x 100 m. There were two grey-stucco brick buildings, 6 m high, each with 4 or 5 stalls.

9. Proposed road site, 30 m wide.

10. Fence; was to surround the new AKOV station.

11. Sector of new AKOV station to contain truck repair and service facilities.

12. Truck repair and maintenance shop. It was to have 56 stalls.

13. Building. It was to house the locksmith, body repair, tire vulcanising, and battery-charging equipment.

14. Parking area. It was to be of concrete and to have space for 100 trucks.

15. Gatekeeper's shack.

16. Employees' kitchen.

17. Employees' mess and auditorium. With tables its seating capacity was to be 250, without tables 320.

18. Office building, two-story. The south wing was to contain the offices of the bus transport personnel, the east wing those of the truck transport personnel. The basement was built as an air-raid shelter (see Annex J for sketch and detailed information).

19. Pecs AKIG office building. This was a four-story brick building with a flat concrete roof.

20. Bus parking area; was to have spaces for 120 buses.

21. Bus maintenance and repair building; was to have 35 stalls, 15 with grease pits.

22. Building, same size and appearance as Item 13. It was to be used for a similar purpose.

23. Bus, truck, and taxi service area.

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24. [redacted] station; was to have 6 automatic pumps.

25. Vehicle wash area. Four vehicles were to be washed here at one time.

26. Lubrication stalls.

27. Two-story office building.

28. Major motor and chassis repair shop; was to have facilities for working on 30 buses or 48 trucks at the same time.

29. Building, same appearance as Item 13, and to be used similarly.

30 Central heating plant, 12 m high.

31. Smoke stack. 30 m high.

32. Transformer station, built by the city of [redacted] in 1956.

33. Four high-tension wire towers. They were of steel, 30 m high, and 190 m apart.

34. City slaughterhouse

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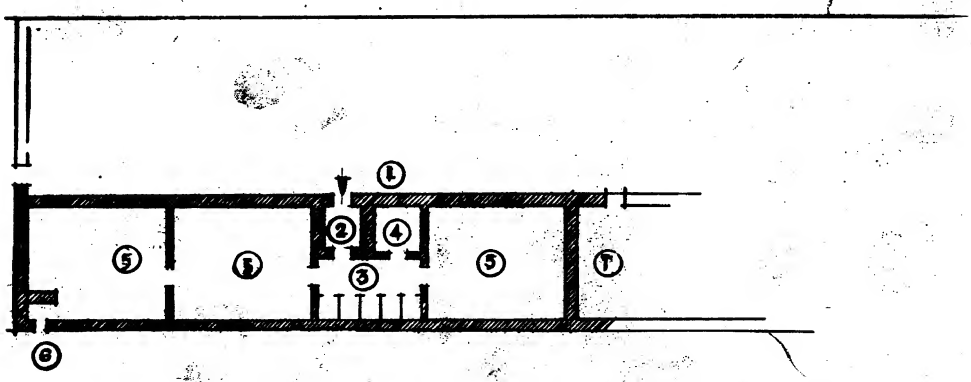
SKETCH OF AIR-RAID SHELTER OF PUBLIC CARRIER AND SERVICE FACILITIES IN PÉCS, HUNGARY



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50X1-HUM

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50X1-HUM

Legend to Annex J

This shelter was to accommodate all 600 employees of the AKOV repair and service station. It was to consist of four identical units, each with three rooms. Fifty persons were to be kept in each room. [redacted] sketch is of one of these units with all its rooms and facilities. 50X1-HUM

The ceiling was to be brick, 51 cm thick. The dividing walls were to be brick, 12 cm thick. The doors to all rooms were to be steel, and those to the rooms of Items 2 and 4 were to have rubber molding for protection against gas.

1. Hallway.

2. Entry way. The doors at both ends were steel, with rubber moldings for the purpose of preventing gas from seeping into the shelter rooms.

3. Hallway.

4. Room containing the ventilator.

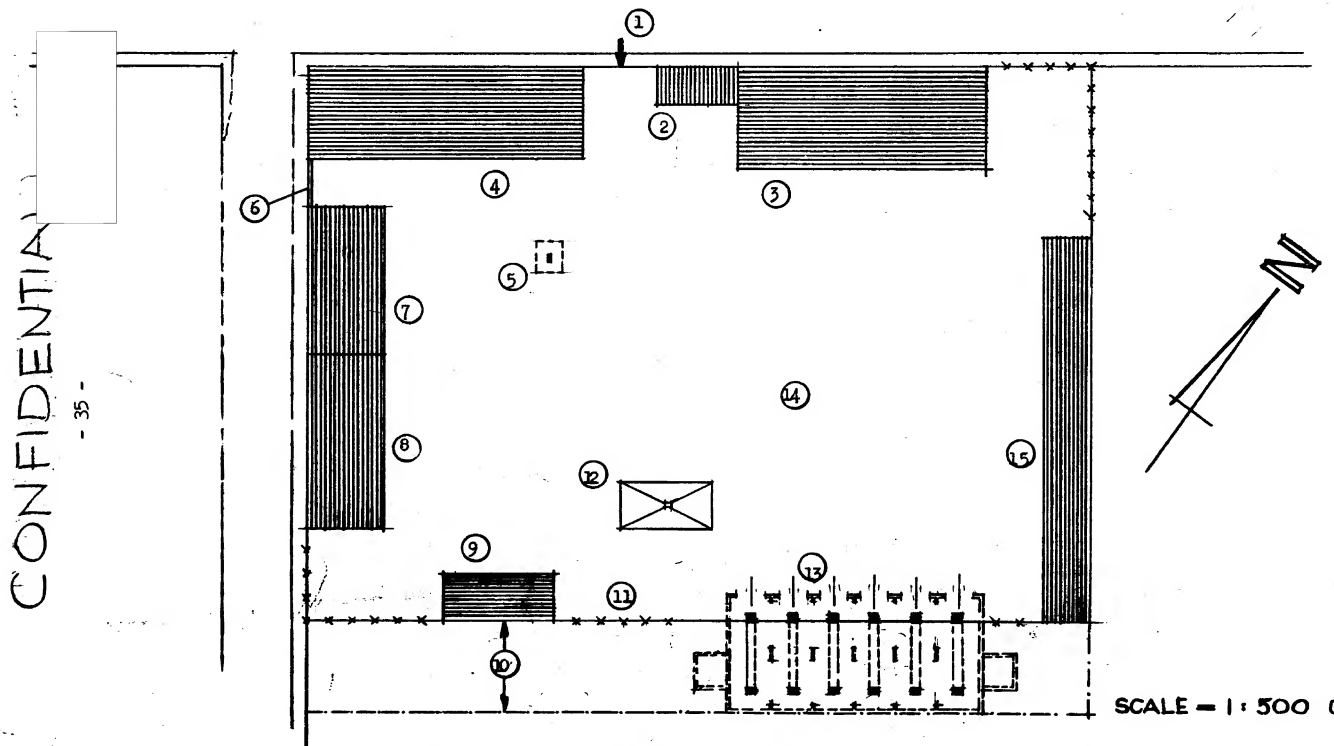
5. Shelter rooms.

6. Emergency exit.

7. Empty area between units. Possibly this was to contain toilets.

Annex K

SKETCH OF SITE LAYOUT OF AKÖV REPAIR AND SERVICE STATION IN SZOLNOK, HUNGARY



Date of Info: 1958 Basis of Info: Personal observation

Legend to Annex K

1. Entrance.

2. Gatekeeper's house.

3. One-story building which housed the AKOV administrative offices. Plans for its construction were prepared by UVATERV, and it was built in 1954 or 1955.

4. Proposed site for social building. Plans for the construction of this building were drawn in 1954; the proposed date of construction was 1958. It was to contain locker rooms, showers, and dayrooms.

5. Automatic gasoline pump.

6. Brick wall, 2.5 m high; surrounded the station area.

7. Spare parts storage building. In one part of this building was a coal boiler, which heated this building and that of Item 8.

8. Maintenance and repair shop; had 5 stalls with grease pits.

9. Wood-storage building.

10. A 10-m-wide strip, which was to be included in the station area when the new maintenance and repair shop was constructed.

11. Brick wall. This wall was to be built on around the new maintenance and repair shop.

12. Vehicle washing area.

13. Proposed site for new maintenance and repair shop. It was to be 4.2 m high, to have a flat concrete slab roof, and five-section folding doors. It was to have 6 stalls, which were to be long enough to allow 6 buses or 12 trucks to be worked on at one time. It was to be heated by an express heating coke boiler. Plans for its construction were so drawn that when the new AKOV area was completed it could be dismantled and reconstructed on the new site with a minimum loss in construction materials.

14. Parking area; was to have a concrete pavement and space for 40 to 50 trucks.

15. Wooden building, 3.2 m high, with a tar-papered wooden roof, in poor condition. It contained several shops, including a locksmith's shop, the battery shop, the tire-repair shop, and spare-parts storage room.

Annex 2

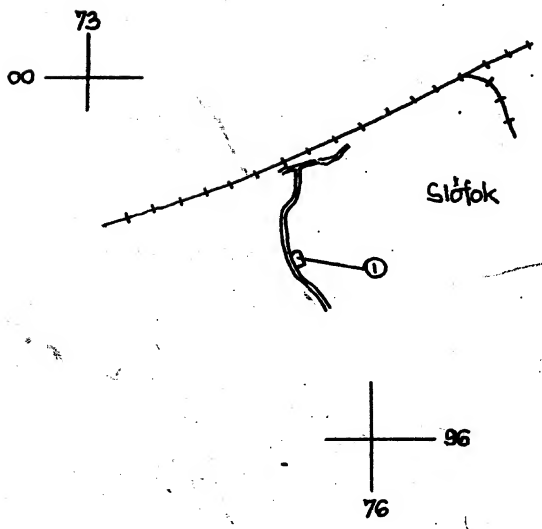
PINPOINT LOCATION OF PLANNED AKOV REPAIR AND SERVICE STATION IN SIOFOK, HUNGARY

[redacted]

[redacted]

Hungary 1:50,000
ADAND

[redacted]



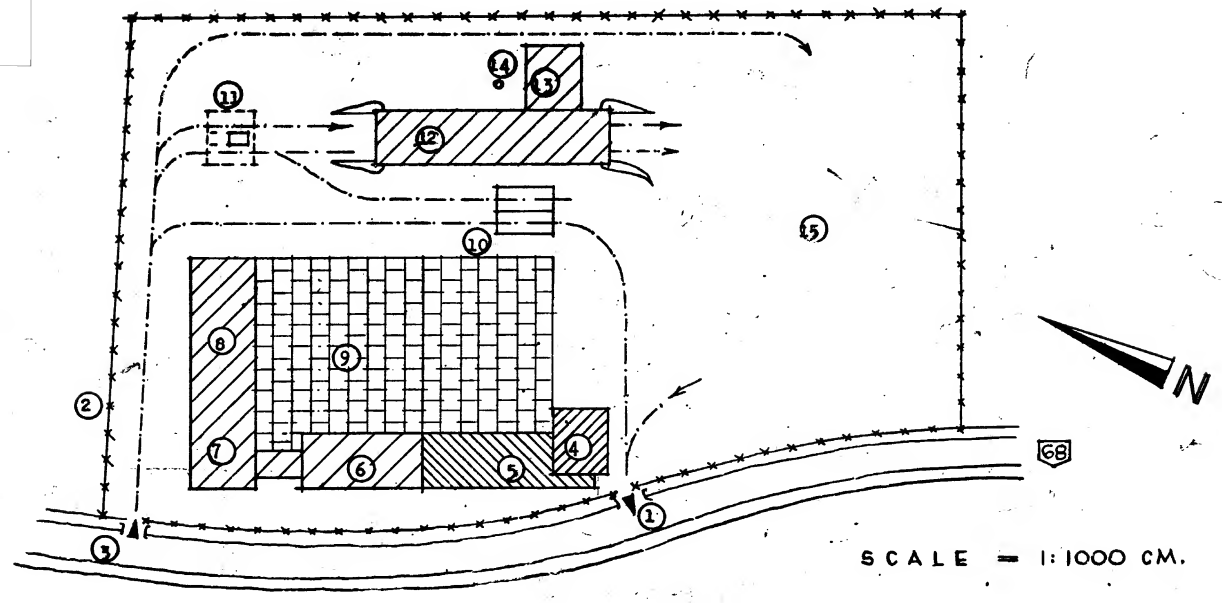
Legend:

1. Pinpoint location of planned AKOV repair and service station in SIOFOK.

[redacted]

Annex H

SKETCH OF SITE LAYOUT OF PLANNED AKÖV REPAIR AND SERVICE STATION IN SIÓFOK, HUNGARY



Legend to Annex M

1. Exit. This exit, which was to have a double-wing iron gate, was to serve as an entrance while the station was being built. Upon completion of the project, it was to serve as an exit only.

2. Barbed-wire fence, approximately 2.2 m high; was to surround the station area.

3. Vehicle entrance, same type of gate as Item 1.

4. Office building. See Annex N for sketch and details.

5. Maintenance and repair shop. See Annex N for sketch and details.

6. Extension to maintenance and repair shop (Item 5); was to be constructed last.

7. Social building; was to contain the employees' locker room, mess, washrooms, and dayroom.

8. Bus maintenance and repair shop; was to have 6 stalls, 3 with grease pits.

9. Parking area; was to be paved with concrete.

10. Two wash areas. Each had a concrete underground sediment tank.

11. Gas station; was to have 2 automatic pumps.

12. Maintenance and repair shop, was to have 2 stalls. It was to be built on a 1-m-high compacted-gravel fill, and was to have ramps in front of the entrance.

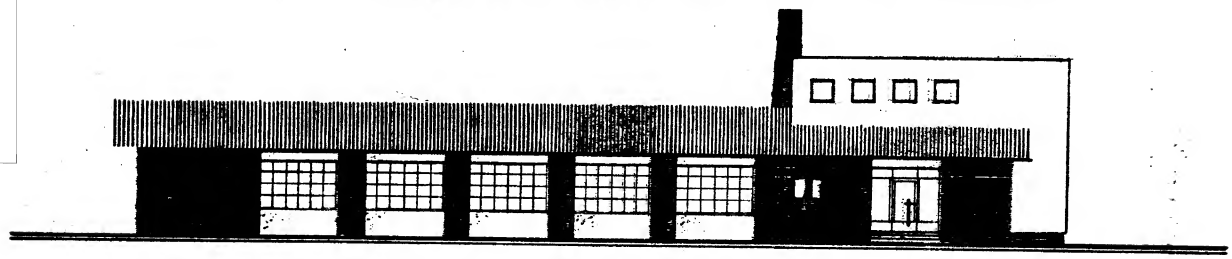
13. Central heating building; was to contain a coal boiler.

14. Smokestack, 15 m high.

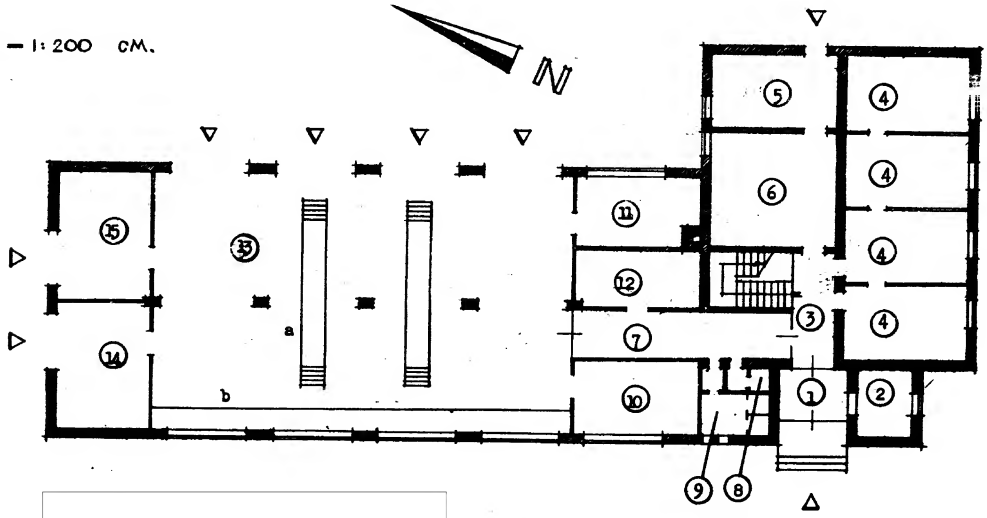
15. Parking area

Annex H

SKETCH OF OFFICE AND MAINTENANCE AND REPAIR BUILDING OF PLANNED AKÖV REPAIR AND SERVICE STATION IN SIÓFOK, HUNGARY



SCALE — 1:200 CM.



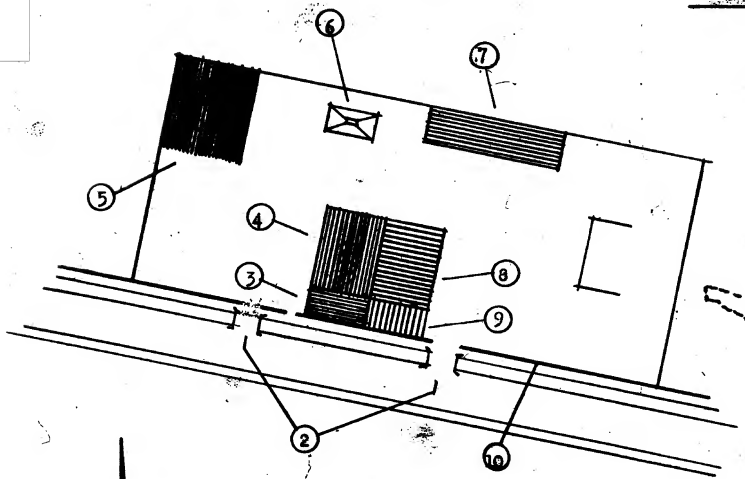
Legend to Annex N

1. Entry way.
2. Gatekeeper's room.
3. Hallway.
4. Four offices; were to be occupied by the Siófok AKÖV administration personnel.
5. Coal storeroom; was to have a separate entrance.
6. Boiler room.
7. Passage from office section to maintenance and repair section of building.
8-9. Washrooms and toilet.
10. Carpenter shop.
11. Machinist's shop.
12. Water pump.
13. Maintenance and repair stalls (four). Two of these were to have grease pits.
14. Storeroom for rubber tires.
15. Storeroom for spare parts.

Annex O

LOCATION AND SKETCH OF AKÖV REPAIR AND SERVICE STATION IN SZEKSZÁRD, HUNGARY

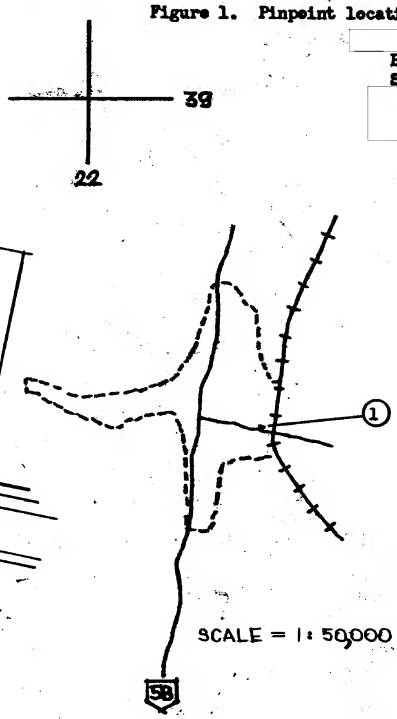
Figure 2. Site layout



SCALE = 1:1000 CM.

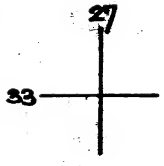
N

Figure 1. Pinpoint location



Hungary 1:50,000
SZEKSZÁRD

SCALE = 1:50,000



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Legend to Annex 0

Items pertaining to Figure 1.

1. Location of AKÖV repair and service station in SZEKSZÁRD.

Items pertaining to Figure 2.

2. Entrance.

3. Office for bus transport personnel.

4. Maintenance and repair shop, 4.5 m high, with 4 or 5 stalls, enough to accommodate 4 buses or 8 trucks.

5. Maintenance and repair shop. This was a brick building with a flat roof. It had 6 stalls, enough to accommodate 6 buses or 12 trucks.

6. Vehicle washing area; had a concrete pavement and an underground sediment tank.

7. Social building, 3.8 m high. This was a brick building which contained locker rooms, showers, washrooms, and a dayroom.

8. Truck repair and maintenance shop. This was an old brick building, in very poor condition, with 3 stalls.

9. Office building.

10. Fence, 2.2 m high surrounding station.

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Annex P

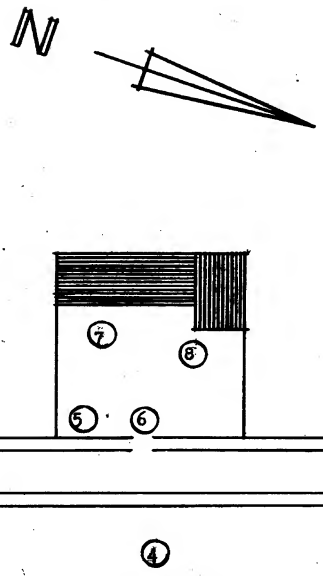
LOCATION AND SKETCH OF AKÖV REPAIR AND SERVICE STATION IN SZOMBATHELY, HUNGARY

50X1-HUM

50X1-HUM

50X1-HUM

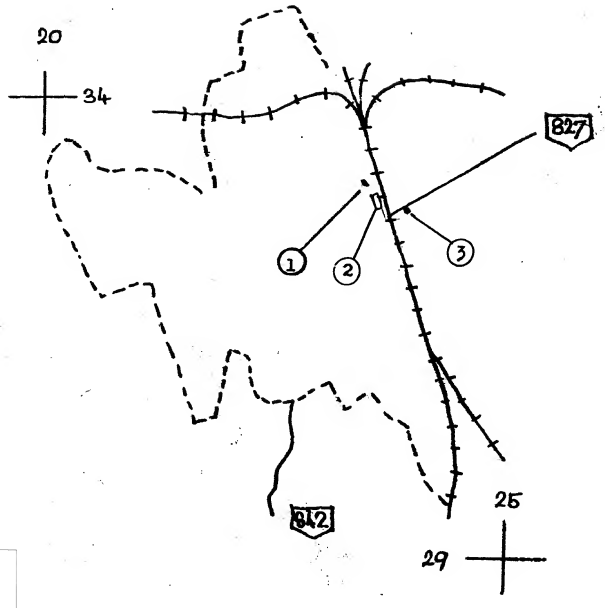
Figure 2. Site layout



SCALE - 1: 1000

Hungary 1:50,000
SZOMBATHELY

Figure 1. Pinpoint location



50X1-HUM

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-44-

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Legend to Annex P

Items pertaining to Figure 1.

1. AKÖV repair and service station.
2. Public carrier engine repair shop.
3. Szombathely railroad station.

Items pertaining to Figure 2.

4. Railroad station area.
5. Wire fence.
6. Entrance.
7. Maintenance and repair shop, 4.5 m high, with 6 stalls.
8. Office building. Because of its outside appearance, Source believed that this building contained administrative offices.

Annex Q

LOCATION AND SKETCH OF AKÖV REPAIR AND SERVICE STATION IN VÁRPALOTA, HUNGARY

Figure 2. Site layout

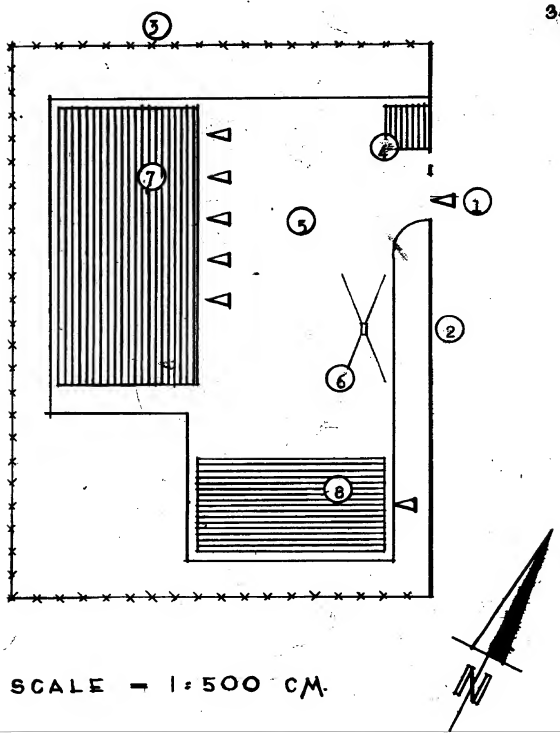
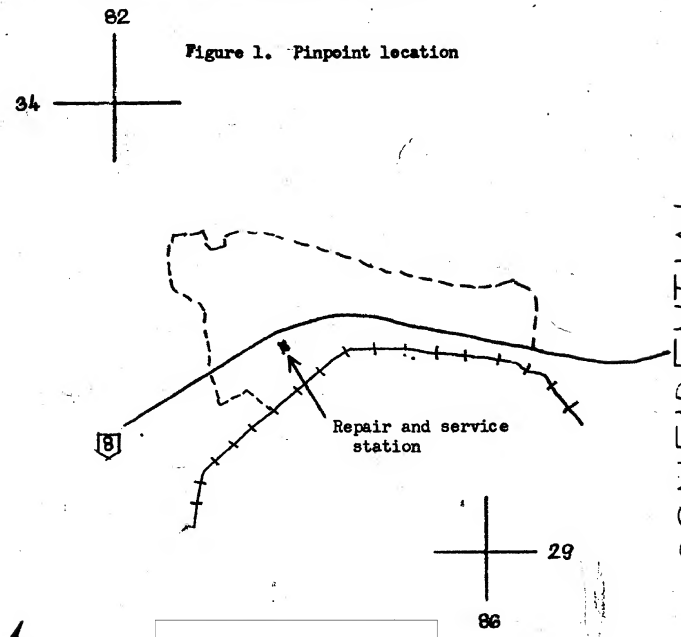


Figure 1. Pinpoint location



Legend to Annex Q

1. Entrance; had a double-wing iron gate.

2. Brick wall, 2 m high.

3. Barbed-wire fence.

4. Gatekeeper's brick house, 3 m high.

5. Parking area; had a concrete pavement and space for 15 to 20 buses or 30 to 40 trucks.

6. Vehicle washing area; had a sediment tank.

7. Maintenance and service shop, 4.5 m high. This was a stuccoed brick building built with a flat concrete roof; it had 5 stalls, each with a grease pit.

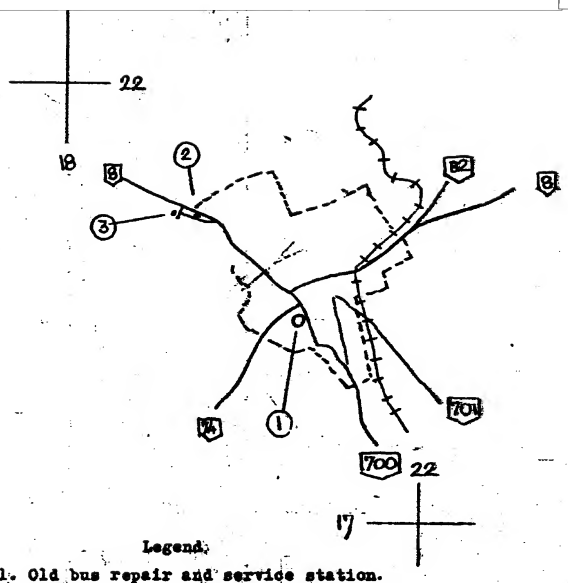
8. Office building. This was a two-story stuccoed brick building, 7 m high, with a flat concrete roof.

Annex E

LOCATION OF PUBLIC CARRIER REPAIR AND SERVICE STATIONS IN VESZPRÉM AND NAGYKANIZSA, HUNGARY

LOCATION

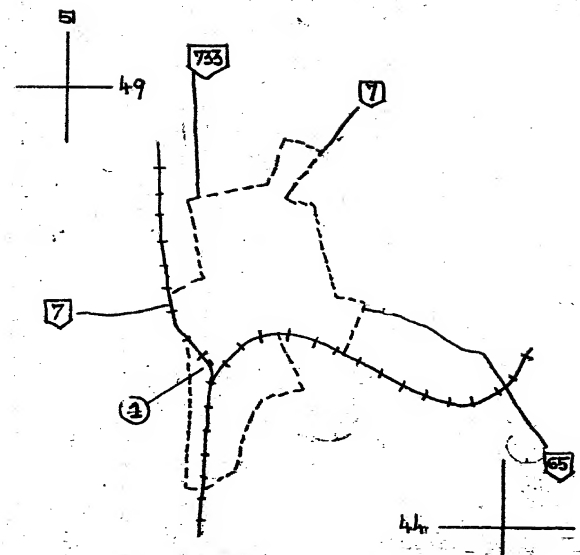
Hungary 1:50,000
VESZPRÉM



Legend.

1. Old bus repair and service station.
2. Old truck repair and service station.
3. New bus repair and service station.

Hungary 1:50,000
NAGYKANIZSA



Legend.

1. AKÖV repair and service station.

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Legend to Annex S

1. Barbed-wire fence, 2.2 m high.
2. Entrance for vehicles; had a double-wing iron gate.
3. Pedestrian entrance, with an iron gate.
4. Gatekeeper's house.
5. Road with a concrete wearing course.
6. Parking area with a concrete pavement. It was used on occasion for repairing vehicles.
7. Vehicle washing area.
8. Concrete basin, capacity 3 cubic meters, containing water for emergencies.
9. Structure housing water filter system.
10. Maintenance and repair shop; had a concrete floor, 40 cm thick.

10a. Work and tool bench.

11. Pump room contained the electric water pump for the vehicle washing area.
12. Grease storeroom.
13. Spare parts and tool storage area.
14. Locksmith and body repair shop; contained a winch, a small lathe, and a drill and milling machine.
15. Two rooms containing battery charging equipment.
16. Oxygen-bottle storage room. A pipe led from this room to the maintenance and repair shop.
17. Fuel storage room, used for storing coal, coke, and wood.
18. Boiler room.

18a. Smokestack, 8 m high above the roof.

19. Hallway to offices.

20 and 22. Toilets.

21. Anteroom.

23. Shower room.

24. Locker room.

25. AKOV administrative offices.

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Legend to Annex S

26. Employees' mess.

27. Kitchen; had an electric range.

28. Room containing the kitchen sink and cabinets.

29. Office and employees' dayroom.

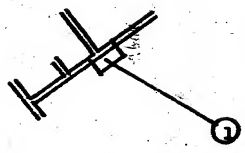
30. Gas station; had 1 automatic pump and an underground tank, 4 m long and 1.5 m in diameter.

[redacted]

S REPAIR AND SER[illegible]E STATION IN BUDAPEST, HUNGARY

53

G5



[redacted]

BUDAPEST, Hungary
City plan 1:15.000

[redacted]

[redacted]

Legend

1. Bus repair and service station.

56

G3

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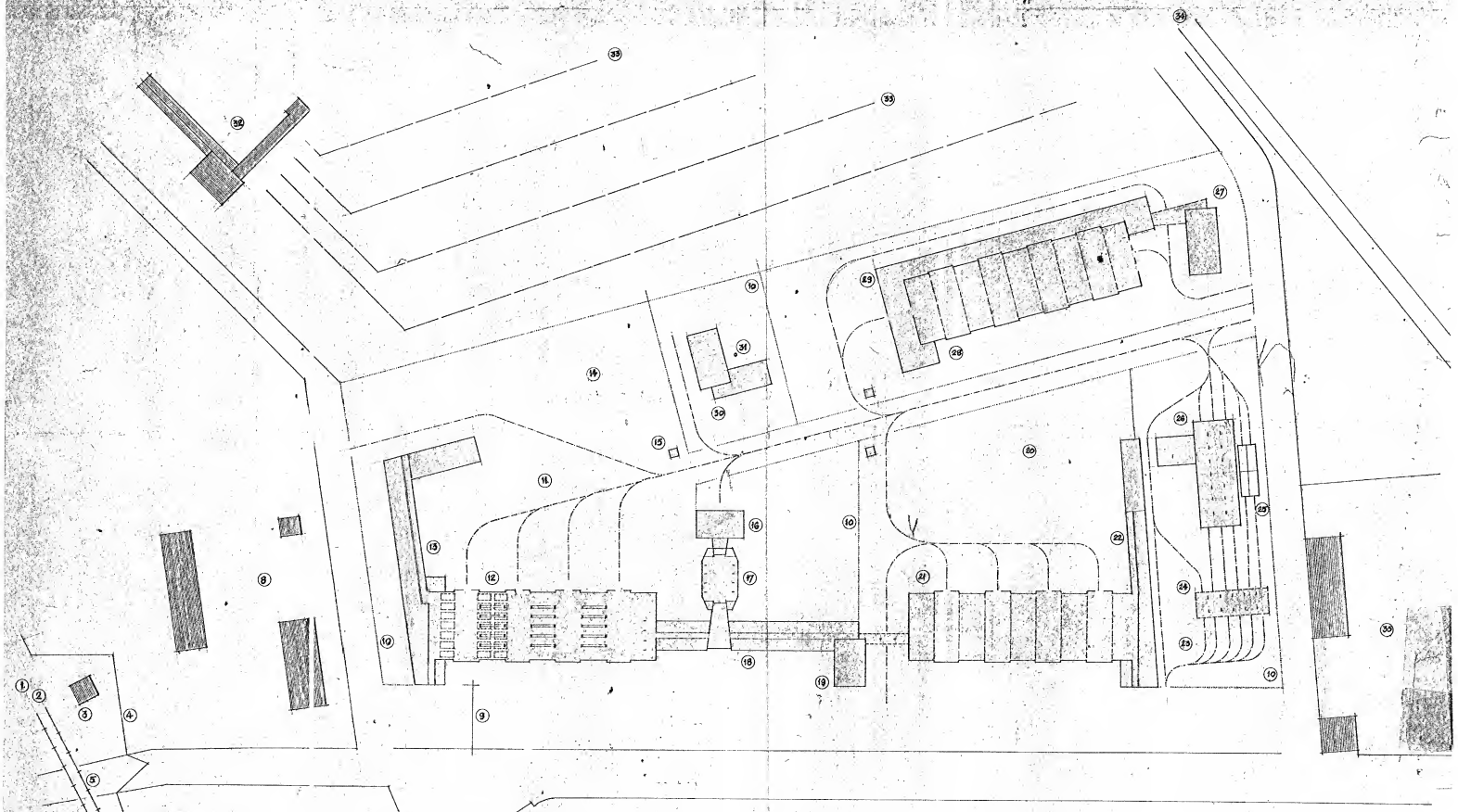
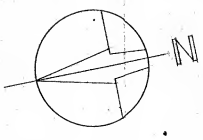
CONFIDENTIAL

ANNEX I

SKETCH OF SITE LAYOUT OF PUBLIC CARRIER REPAIR AND SERVICE FACILITIES IN PECS, HUNGARY



TOP VIEW

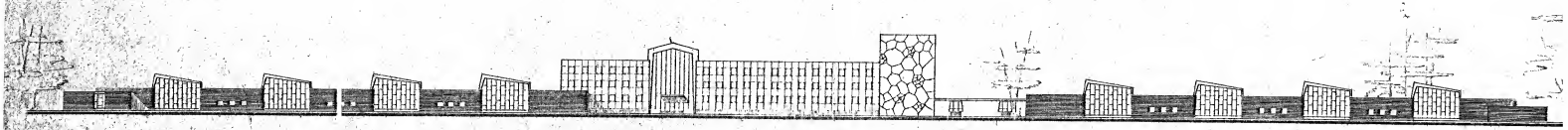


Scale: 1:1,000 cm

1 2 3 4 5 6 7 8 9 10cm

FRONT VIEW OF MAIN BUILDING

NOT TO SCALE



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Sanitized Copy Approved for Release 2010/08/18 : CIA-RDP80T00246A051300410001-6

Annex D

SKETCH OF AKÖV REPAIR AND SERVICE FACILITIES IN VESZPRÉM, HUNGARY